



Rio Grande Valley MPO Transit Asset Management and Performance Measures

FY 2019 - 2022

As part of the Fast Act, performance measures were incorporated for transit agencies, primarily through the Transit Asset Management (TAM) assessment and planning requirements. The Federal Transit Administration (FTA) recommends Transit Asset Management (TAM) practices to preserve and expand transit investments. Reliable and well-maintained transit infrastructure provides safe, dependable services that are easily accessed. A transit system is in a state of good repair when it possesses and maintains a comprehensive list of its capital assets and rolling stock. Additionally, an asset management plan must be integrated into the management process and practices of the agency. The percentage of an agency's assets should be within their articulated useful life, with remaining assets performing as designed for function.

Summary of Transit State of Good Repair Targets

Revenue Vehicles

Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	<i>Bus</i>	<15%	<15%	<15%	<15%
	<i>Cutaway Bus</i>	<15%	<15%	<15%	<15%
	<i>Van</i>	<15%	<15%	<15%	<15%

Equipment

Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	<i>Non - Revenue/Service Automobile</i>	<15%	<15%	<15%	<15%
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Facilities

Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	<i>Administration</i>	<15%	<15%	<15%	<15%
	<i>Maintenance</i>	<15%	<15%	<15%	<15%
	<i>Parking Structures</i>	<15%	<15%	<15%	<15%

Selection of Projects

Rio Grande Valley MPO combines data on asset inventory and projected growth, in order to develop strategies to ultimately maintain a state of good repair. By managing vehicles, facilities, and equipment with essential performance measures and preparing for future growth, transit planning determines the best form of investment.

Expected Results

The RGVMPO predicts steady progression with implementation of planned projects, through utilization of acquired equipment and vehicles, maintenance of existing infrastructure, and continued research for future measures of performance. Selected projects are chosen upon need and funding availability, with consideration of effectiveness and strategic planning. The projects in place should help meet expectations and promote the advancement of each transit agency involved in our planning process.

Integration of Performance Measures into the Hidalgo County MPO Transportation Improvement Program (TIP)

As part of the Moving Ahead for Progress in the 21st Century (MAP 21) and continued in the Fixing America's Surface Transportation (FAST) Act, State DOT's and Metropolitan Planning Organizations (MPO's) are required to move towards a performance-based planning process with an emphasis on project selection based on specific planning factors. Under Map-21, States are required to set annual safety performance targets. The annual measures States set targets for include:

- **Number of fatalities** (The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year)
- **Rate of fatalities per 100 million vehicle miles traveled (VMT)** (The ratio of total number of fatalities to the number of vehicles miles traveled (VMT expressed in 100 Million VMT) in a calendar year).
- **Number of serious injuries** (The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year).
- **Rate of serious injuries per 100 million VMT** (The ratio of total number of serious injuries to the number of VMT (VMT expressed in 100 million VMT) in a calendar year)
- **Number of Non-motorized Fatalities and Serious injuries** (The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year).

The Texas Department of Transportation established the statewide targets to support the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Program (HSIP). Once the State of Texas set their safety targets, MPOs within Texas were required to either adopt the Texas targets or set their own that would help achieve the statewide target. On September 25, 2019, the RGVMPO's Transportation Policy Board approved the adoption of the following state's safety performance targets:

Number of Fatalities	3,703.8
Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)	1.432
Number of Serious Injuries	17,565
Rate of Serious Injuries per 100 million VMT	6.740
Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries	2,150

Bridge/Pavement, System Performance, and Freight Targets

On September 25, 2019 the RGVMPPO adopted a resolution stating the support of targets for Infrastructure Condition, Asset Management (PM2), System Performance, Freight and CMAQ(PM3) as set forth by the Texas Department of Transportation. These Performance Measures include:

1. % of Pavement on IH in “good” condition
2. % of Pavement on IH in “poor” condition
3. % of Pavement on Non-IH NHS in “good” condition
4. % of Pavement on Non-IH NHS in “poor” condition
5. % of NHS Bridge Deck in “good” condition
6. % of NHS Bridge Deck in “poor” condition
7. % revenue vehicles at or exceeding useful life benchmark (TAM)
8. % service vehicles (non-revenue) at or exceeding useful life benchmark (TAM)
9. % facilities rated below 3 on condition scale (TERM)
10. % track segments with performance restrictions
11. NHS IH Level of Travel Time Reliability
12. NHS non-IH Level of Travel Time Reliability
13. Truck Travel Time Reliability
14. Annual Hours of Peak Hour Excessive Delay per capita
15. % Non-SOV Travel
16. Total Emissions Reductions

PM2 Performance Measures include **Pavement Condition** and **Bridge Condition**

PM3 Performance Measures include **System Performance, Freight Movement, Traffic Congestion, & On-Road Mobile Source Emissions**

Pavement on Interstate-Highway	Baseline	2020 Target	2022 Target
% in “Good” condition			66.40%
% in “Poor” condition			0.30%
Pavement on Non-Interstate Highway (National Highway System)	Baseline	2020 Target	2022 Target
% in “Good” condition	54.40%	52.00%	52.30%
% in “Poor” condition	13.80%	14.30%	14.30%
National Highway System Bridge Deck Condition	Baseline	2020 Target	2022 Target
% in “Good” condition	0.88%	0.80%	0.80%

% in “Poor” condition		50.63%	50.58%	50.42%
National Highway System Travel Time Reliability		Baseline	2020 Target	2022 Target
Interstate Highway Level of Travel Time Reliability		79.60%	61.20%	56.40%
Non-Interstate Highway Level of Travel Time Reliability				55.40%
Truck Travel Time Reliability		1.50%	1.70%	1.79%
Annual Hours of Peak Hour Excessive Delay Per Capita				
Dallas-Fort Worth				15
Houston Galveston				16
% Non-SOV Travel				
Dallas-Fort Worth		19.60%	19.21%	19.01%
Houston Galveston		20.10%	19.70%	19.50%
Total Emission Reduction				
NCTCOG				
NOX		2410.8	2898.96	6509.16
VOC		499.72	599.67	1399.23
HGAC				
NOX		403.22	806.44	1612.87
VOC		267.86	535.72	1071.44
El Paso				
CO		580.24		891.11
PM 10		0.97		13.71
Statewide NOX		2841.02	3699.4	8122.03
Statewide VOC		767.58	1135.39	2470.67
Statewide CO		580.24		891.11
Statewide PM 10		0.97		13.71

In opting to support these targets, the RGVMPO commits to planning and programming projects that will help achieve these targets and reporting these achievements to the Transportation Policy Board and the Texas Department of Transportation.

